GEOGRAPHIC NEWS BULLETINS

Published Weekly by

THE NATIONAL GEOGRAPHIC SOCIETY

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NOTE TO TEACHERS: Because of the Easter recess in many schools, there will be no GEOGRAPHIC NEWS BULLETINS for April 14. The BULLETINS will be resumed on Monday, April 21.

Photograph by Maynard Owen Williams

STORM CLOUDS DARKEN TUNISIAN HOME OF WRITER OF "HOME, SWEET HOME"

John Howard Payne, the American actor whose most famous opera contained the aria, "Home, Sweet Home," retired to Tunis, where he had been the American consul, and where he died in 1852. Dark clouds set off the white buildings of old Bab-Souïka suburb of the city Payne knew, highlighting the 17th century mosque of Sidi Mahrez. The city, in Payne's time ruled by a Turkish bey, is now capital of France's valuable food-producing colony, Tunisia (Bulletin No. 1).

HOW TEACHERS MAY OBTAIN THE BULLETINS

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General Headquarters, Washington, D. C.

France's North Africa Colonies Hold Vital Food and Minerals

HUNGRY France looks directly across the Mediterranean at generous food supplies in the three French colonies of North Africa, and works out plans to transport the food across that embattled sea. The recent discussion of possible French armed convoys to escort the needed supplies to France through the British blockade emphasizes the economic and strategic value of these African colonies to the hard-pressed motherland.

During the World War of 1914-18, when France fought beside Britain and Italy, the Mediterranean was an "Allied Sea," offering no obstacle to transport between North Africa and European shores. Then, the North African colonies of France contributed thousands of tons of materials and a large proportion of the half-million soldiers and workers supplied by the French Empire as a whole.

Source of Basic Bread and Wine

French North Africa, comprising Morocco, Algeria, and Tunisia, covers an area of more than a million square miles, with a population of between sixteen and seventeen million people.

Almost directly south of the motherland, the Mediterranean shoreline of French-owned Africa is roughly 1,250 miles long. Of this distance French Morocco accounts for less than 25 miles, the rest of the western Mediterranean coast being cut off by the narrow strip of Spanish Morocco. French Moroccan ports are therefore located on the Atlantic, from which point of departure any ships bound for unoccupied France are faced with no alternative but running the gantlet of British-held Gibraltar. From Algerian and Tunisian ports, France-bound ships must travel 400 miles or more, across one of the widest stretches of the British-patrolled Mediterranean.

In varying degrees, Morocco, Algeria, and Tunisia all produce wheat and grapes, two important commodities for the heavy bread-eating, wine-drinking Frenchman.

Tunisia Rich in Olive Oil

Barley and corn, olive oil, dates, citrus fruit, and vegetables are other valuable items of diet normally shipped to European customers, chiefly France. From increasingly modernized fisheries comes a great variety of fish foods, including sardines, mullet, and anchovy. In recent years one visitor counted 51 different kinds of fish on sale in a single market of Tunis, capital of Tunisia.

French North Africa is also the source of considerable quantities of hides, skins, and wool, highly important in wartime for such articles as soldiers' boots and blankets. Since the outbreak of the present hostilities, steps have been taken to increase the production of cotton, a vital raw material in peace or war.

In the field of mineral resources, Morocco, Algeria, and Tunisia are especially rich in phosphates, with additional supplies of iron, coal, oil, lead, and zinc.

While all three colonies live primarily by farming and pastoral activities (plus small but gradually improving industrial plants based chiefly on the products of the land), each has certain specialties. In Morocco, for example, a large grain output has been augmented by increasingly important crops of such vegetables as early tomatoes, onions, and potatoes, ordinarily made available for French tables several weeks before those of Algeria are ready.

Algeria concentrates on vineyards to such an extent that it normally turns out

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Photograph by B. Anthony Stewart

SEVEN ALUMINUM SEA GULLS FLY IN MEMORY OF AMERICANS LOST AT SEA

Between the south bank of the Potomac and the Mount Vernon Memorial Highway, on the southern approach to Washington, D. C., work is now progressing on the completion of the Navy and Marine Memorial, a unique sculptural pyramid of breaking sea wave and clustering sea gulls cast in aluminum. The green-bronze electrolytic finish of the group, by the sculptor Begni del Piatta, suggests the coloring of the sea. The memorial is a tribute to the Americans lost at sea in commercial and naval vessels. Although the sculpture has been in place for some years, the base is only now being completed, with spiral approaches around the grassy mound, flagstone terraces, and landscaped greenery (Bulletin No. 2).

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Defense Emergency Gives Washington, D.C., Boom-Time Tempo

THE annual bursting of the Japanese cherry blossoms and the once-in-a-lifetime opening of the new National Gallery of Art have this year increased the perennial trek of spring visitors to the National Capital. But their gentle attractions explain the record influx of out-of-towners less than the nation's defense program.

A grimly businesslike new War Department building is being completed on 21st Street. Additional wings increased the office space of the Navy Department's quarters on Constitution Avenue. A new Navy radio station was completed at Cheltenham, Maryland, to replace the station whose tall radio towers at Arlington, now slated for demolition, have been a landmark above the Potomac for years. A new model airport has been carved out of the Potomac and the riverside area.

600-Square-Foot Historical Painting in Capitol

The pressure of the nation's business was such that Congress could not suspend activities long enough for re-roofing measures in the Capitol. To relieve the hazardous state of the cast-iron roofs, temporary steel roof trusses supported on columns were installed in the Senate and House chambers. Emergencies, however, did not interfere with the progress of Capitol decoration; Howard Chandler Christy's 600-square-foot painting, "The Signing of the Constitution," was installed on the wall of the Rotunda.

To care for the tremendous printing jobs of Selectee Registration blanks and other emergency measures, an Annex was opened to furnish an additional 32 acres of floor space for the Government Printing Office, making room for more typesetting machinery than any other printing establishment in the world operates.

Another businesslike structure arose on the north side of Van Ness Street, a red brick laboratory for the Bureau of Standards. Lined with sheet copper to prevent escape of electrical high-voltage, the laboratory will house research equipment for study of high-voltage electricity and for standardization of X-ray dosage.

The severely simple structures on the south side of Washington's Mall, two squares deep between 3rd and 4th and D Streets Southwest, are the destined homes of the Social Security and Railroad Retirement activities of the Government. The present emergency, however, has necessitated housing part of the national defense work in these buildings.

National Gallery Is Nation's Largest Art Structure

The largest new decoration with which the Washington scene greets the Spring is the new National Gallery of Art on Constitution Avenue, with a million square feet of floor space. This is the largest structure in the nation built exclusively for paintings and sculpture, a rose-white marble building surmounted by a Pantheon-style dome. Another notable development in the local art field has been the opening to students of Dumbarton Oaks, the Robert Woods Bliss estate in Georgetown, and its extensive collection of art objects.

The National Zoological Park, after having made elaborate provision for the care and feeding of its animal inmates, this year offers a new restaurant for the refreshment of human visitors, a terraced structure overlooking the new ponds for North American waterfowl. Murals on the restaurant walls depict Noah's calling the animals, two by two, into the Ark.

To provide for growing traffic congestion, Washington has received the

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about one-third as much wine as France itself. Although it too is a major grain-growing region, its annual wine exports amount to many times the value of wheat, next-ranking commodity on shipping lists.

Tunisia, where olive cultivation is of primary importance, has an estimated sixteen million trees, with a yearly output of around eight million gallons of oil. Much of the oil was formerly shipped to Italy for refining. Almonds and citrus fruits and esparto grass are other notable items in Tunisian economy. The grass, used in making paper, has normally been exported almost entirely to Great Britain.

Compared with the period of four to five years ago, when French North Africa was suffering from a cycle of poor harvests and even famine conditions in places, there is a relative abundance of food supplies now available for export, according to recent reports. The year 1939 brought record crops in all three of the colonies.

Note: Additional material about French North Africa can be found in "Time's Footprints in Tunisian Sands," *National Geographic Magazine*, March, 1937; "Fez, Heart of Morocco," June, 1935; "Beyond the Grand Atlas," March, 1932; "The White City of Algiers," February, 1928; "Across French and Spanish Morocco," March, 1925; and "Ancient Carthage in the Light of Modern Excavation," April, 1924. And in the GEOGRAPHIC NEWS BULLETINS: "France in Two Hemispheres, World's Second-Largest Empire," November 25, 1940; "Italy Claims Assorted French Territories," January 9, 1939; "Tunis Again Makes African Trouble for France," May 2, 1938; and "French War Planes Drone over North Africa," November 22, 1937.

Algeria, Morocco, and Tunisia are shown on the Map of Africa and the Map of Central Europe and the Mediterranean, which are available at 50¢ each (paper) and 75¢ each (linen). A folder describing these and other maps, as well as pictures and natural history books published by The Society, will be sent upon request.

Bulletin No. 1, April 7, 1941.

Photograph by Flandrin

SHEEP OUTNUMBER HUMANS IN FRANCE'S SEMI-DESERT COLONY OF MOROCCO

In the colony of some six million people and three times as many domestic animals, the most numerous are the ten million sheep. Mutton, wool, and hides are among the colony's most valued exports to the motherland. These placid flocks, with a generous sprinkling of black sheep, graze to make mutton for France in sight of a former stronghold of a mighty Moroccan, Moulay Ismail the Bloodthirsty, who built the turreted citadel of Kasba Tadla on the hill to subjugate the surrounding countryside; his castle was defended by a garrison of 3,000.

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Strategic Materials: No. 2, Man's Anti-Malaria Ally—Quinine

STEALTHY attacks by an unseen assailant on inhabitants of hot countries throughout the world claim more victims than any war: the sufferers from malaria. Their enemy is the malaria parasite, which reduces the productive power of its victims, slows up many of man's enterprises, and finally claims an annual death toll estimated at more than 1,000,000 people. British physicians studying methods of combating the disease estimated that nearly 40 per cent of mankind is affected at some time or other by malaria.

The disease is most prevalent in hot climates, where the anopheles mosquito thrives and transmits malaria to human victims of its bite, but it is not confined to the tropics. There are about 100,000 cases in the United States each year, most of them in the southern States.

Malaria in an army can work as much havoc as any other enemy. It can attack training camps, out of reach of other belligerents. So defense against malaria has become a part of national defense for the United States.

Old-fashioned quinine still holds its place as the best treatment for malaria. Modern science has produced two synthetic substitutes, known as stabrine and plasmochin, but the demand for quinine continues. It is the only drug on the nation's want-list of strategic materials.

Quest for Synthetic Quinine Yielded First Coal Tar Dye

The United States Government early in 1940 ordered 700,000 ounces of quinine at once, one of the largest single orders for the drug ever recorded. The order was placed in Amsterdam, market for the drug supply from the Netherlands Indies and center of quinine's world distribution.

Efforts were made in California more than fifty years ago to grow the cinchona tree, from the bark of which quinine is obtained; but experiments failed, just as did those made later in Louisiana and Florida. Now Uncle Sam is trying to produce the bark in Puerto Rico. Some of the fifty varieties of the tree introduced into the island have suffered heavily from insect pests; others have fared better.

The production of synthetic quinine has been tried before by chemists at various times, but without complete success. Perhaps the most notable failure was that of Sir William Henry Perkin, English chemist.

Prompted by large demand for quinine during the Crimean War, Perkin, then an 18-year-old student of the Royal Academy of Chemistry, London, undertook to extract quinine from coal tar in 1856. He accidentally hit upon the first coal tar

Strategic materials, according to official definition, are "those essential to national defense, for the supply of which, in war, dependence must be placed in whole, or in substantial part, on sources outside the continental limits of the United States; and for which strict conservation and distribution control measures will be necessary."

The GEOGRAPHIC NEWS BULLETINS are presenting a series of articles on the following strategic materials, describing their uses, qualities, and sources:

Antimony	*Mercury*	*Quinine (No. 2)*
Chromium	*Mica*	*Rubber*
Coconut Shell Char	*Nickel (No. 1)*	*Silk*
Manganese	*Quartz Crystal*	*Tin*
Manila Fiber		*Tungsten*

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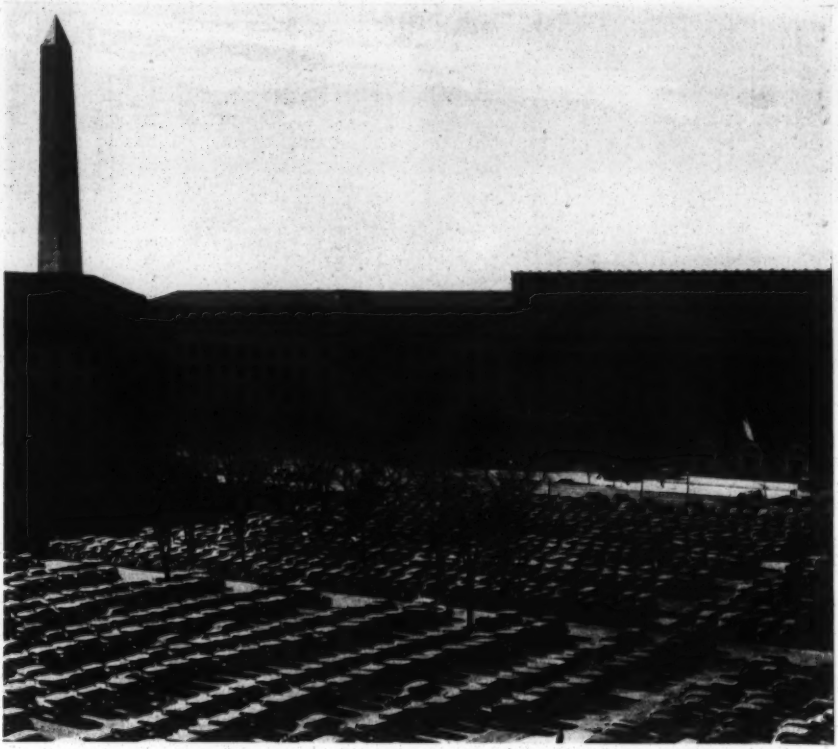
Thomas Circle underpass, the Taylor Street viaduct to eliminate the last dangerous grade crossing, the K Street overpass above Rock Creek and its Parkway, and the 1,500-foot bridge over the Anacostia River named for John Philip Sousa.

The city's rapid growth is paralleled by the slow but stately progress of construction of the Washington Cathedral, where carved oak choir stalls and marble paving in the Choir have been installed.

A packet of illustrative material on the changing Washington scene has been assembled especially for use of teachers contemplating a visit to the National Capital. It will be given to teachers upon request at the Washington, D. C., headquarters of the National Geographic Society at 16th and M Streets, N.W. The headquarters building of The Society contains a number of exhibits which may prove interesting to visitors.

The packet contains six copies of GEOGRAPHIC NEWS BULLETINS with articles on the recent growth of Washington, and 72 color pictures of its changing scenery.

Bulletin No. 2, April 7, 1941.



Photograph by J. Baylor Roberts

WASHINGTON'S MOTOR POPULATION HAS REACHED A NEW PEAK

With the city's rapid growth within the last decade, Washington's accelerated flow of motor traffic has created new problems and increased the old one of finding parking space. A parking area within the shadow of the Washington Monument, east of the Commerce Department building (right) and adjoining the headquarters of the Labor Department, harbors some 2,000 automobiles awaiting their owners' departure from work. The automobiles of District of Columbia residents—around 170,000 of them were registered at the beginning of 1940—are joined by the cars of countless visitors and commuters. On a summer week day, within 24 hours, as many as 67,000 vehicles may pass through the crowded intersection of 17th Street and Constitution Avenue.

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Clydeside, Home of Ocean Liners, Battered by Ships of the Air

SCOTLAND's Clydeside district, accustomed to the chatter of riveters, the flames of welders, and the glow from many steel furnaces, recently has been enveloped in a grimmer pageantry of noise and lurid light as German bombers brought the thunder and flash of exploding bombs and the red terror of fire to the world's foremost shipbuilding area.

In 1769, James Watt, the Scottish inventor, surveyed the Clyde and found the river only two feet deep at low water fifteen miles down the tidal estuary of the river from Glasgow. At Hirst Ford, now within the harbor of Glasgow, he found only 14 inches of water at ebb tide.

From "Comet" to "Queen Elizabeth" in 128 Years

Today all but the very largest ocean vessels can reach Glasgow. At Clydebank, six miles below Glasgow Bridge, two of the three biggest ships in the world, the *Queen Mary* (illustration, next page) and the *Queen Elizabeth*, were completed in 1936 and 1940.

Henry Bell's pioneer little steamer, the *Comet*, slid into the Clyde in 1812. Newspaper advertisements of the day stated that the *Comet* "traded between Glasgow, Greenock, and Helensburgh by the power of wind, air, and steam." It was the first steam-powered vessel to run regularly on any Old World river.

From Bell's time on, the dredging of the Clyde up to Glasgow was undertaken in a big way. The channel was dug deeper and deeper, allowing larger and larger ships to sail up to the rapidly growing port. About a quarter of a million dollars are spent annually on dredging the Clyde. So it is said that "Ole man Clyde is not a river; he is an excavation!" and "For 12 miles below Glasgow the Clyde is as artificial as the Suez Canal." In normal times, over four million tons of shipping enter and clear Glasgow harbor and docks yearly.

Along the Clyde, backed by the great coal mining and steel industries of lowland Scotland, has grown up the greatest concentration of shipbuilding yards in the world. Some 30 shipbuilding firms between Glasgow and its downriver outport, Greenock, construct many types of commercial and naval vessels.

The battle cruiser *Hood*, world's largest warship in commission, is a Clyde-built craft. However, the specialty of the Clyde that has brought it greatest fame is the giant express ocean liner. Long is the list of famous ships whose keels have first kissed water in the Clyde. So narrow is the river that slipways for the largest ships are mostly built diagonal to the stream, rather than at right angles, to make the best use of the river's width in launchings.

The Clyde shipyards ordinarily produce about a third of the annual "crop" of ships in the British Isles. In normal times, foreign countries take a quarter or a fifth of the output.

To provide the miles of quays needed to handle the seaborne trade of Glasgow, the natural shores of the narrow Clyde did not suffice, so a number of large tidal basin docks have been constructed. Now more than eight miles of wharfage are available.

The fertile fields of the Scottish lowlands stimulated the growth of Glasgow as a busy trading town for farmers. But when iron and coal, the twin "stars" of the Industrial Revolution, were found just beneath the surface of the rich fields, stacked like the alternating layers of a cake, Glasgow drew to its neighborhood

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dye, mauve. The next year he set up the first coal tar dye factory of this now large industry.

Native Medicine of Peru Cured Viceroy's Wife

Quinine was first used by the natives of Peru, who called it "quinaquina." It came to the attention of Europeans when the wife of the Count of Chinchon, Spanish viceroy to Peru, was cured of malaria by use of the drug. His name was given to the cinchona tree. South America has since become a negligible factor in world production, Ecuador and Peru producing only a small fraction of the annual supply.

Great Britain, in the early days of cultivation, made experiments in growing the cinchona tree in India, Burma, Ceylon, and other of its possessions. In Ceylon and India, the experiments were successful; but Ceylon planters preferred to grow tea, and India today produces only a third of her own quinine requirements.

About the same time, experiments were begun in the Netherlands Indies with much success. Today Java is the source of more than 90 per cent of the world's supply of cultivated cinchona bark, a virtual monopoly. Manufacturers in the Netherlands processed the bark, marketed the drug in the form of sulfate of quinine. Their organization, the Kina-Bureau, practically controls the entire quinine market.

Nearly all the imports into the United States of cinchona bark and prepared quinine have hitherto come from the Netherlands Indies via Amsterdam. In 1939, the United States imported more than $1,500,000 worth.

Bulletin No. 3, April 7, 1941.

MOSQUITO CONTROL MEASURES LIGHTEN QUININE'S JOB

Until Sir Ronald Ross proved that the organism responsible for malaria hitchhikes from victim to victim on the anopheles mosquito, quinine was man's only defense against malaria. Now enlightened governments around the world try to prevent malaria as well as to treat it. The United States makes every effort to fight malaria in Panama, where American troops and investments are being protected, by keeping down the tropical swarms of mosquitoes. Drip-barrels, mounted on wooden racks above trickling streams in swampy jungles, automatically drop oil to form a protective film over the stagnant water, and to prevent the breeding of mosquitoes.

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Geo-Graphic Brevities

U. S. CUSTOMS CONTROL ENDS IN THE DOMINICAN REPUBLIC

AS PART of the "good neighbor" policy in Latin America the U. S. Senate in February ratified a treaty eliminating U. S. supervision of the Dominican Republic's customs. The customs inspection had been introduced by President Theodore Roosevelt in 1905 to protect American investments.

Of especial interest to Americans is the Dominican Republic, sharing with Haiti the island of Hispaniola, because it was discovered in 1492 by Christopher Columbus. The Republic was occupied by U. S. Marines from 1916 to 1924, but has since been self-governing except for the U. S. Customs officials (illustration, next page).

* * * * *

KRAKÓW REGAINS CAPITAL STATUS

FROM Kraków (Cracow) comes the announcement that the city has replaced Warsaw as capital of the Government General of Poland (as distinguished from the part actually annexed by Germany). This rôle is not a new one for the ancient and historic city, which was originally the first seat of government of the old Kingdom of Poland in the Middle Ages and has always since been known as the spiritual capital of the country. A fortress town, situated on the Wisla (Vistula) River in the southwestern part of Poland, it is the historic, cultural, educational, and religious center of the nation. The University of Kraków is the third oldest in Europe.

The present change in the status of Kraków is only the latest of many. In succession it has been capital of Poland, part of Austria, an independent city, and finally Polish once more after 1919. The pre-war population was 254,000.

* * * * *

THAI AND INDO-CHINA SIGN PEACE TREATY ENDING BORDER WAR

A JAPANESE-DIRECTED peace agreement between Thailand and Indo-China was signed on March 11. Following Japanese demands for military bases in Indo-China, Thailand had asked the return of former Thai territory lost to Indo-China by treaty in 1904 and 1907.

The area ceded to Thailand was about 25,000 square miles in Laos and Cambodia, including about one-fourth of the latter. By a special agreement, it was reported, the famous ruins of Angkor in Cambodia are to remain in French Indo-China.

Roughly, the land of Laos turned over to Thailand includes the district around the town of Paklay on both sides of the Mekong River and a section west of the Mekong northward to a point opposite Luangprabang. In Cambodia Thailand receives a slice of the northern and northwestern section. The new boundary runs from the present frontier northeast to the northern tip of Tonle Sap (Grand Lake), then eastward to the Mekong River to the town of Stung-Treng, and thence northward along the Mekong River.

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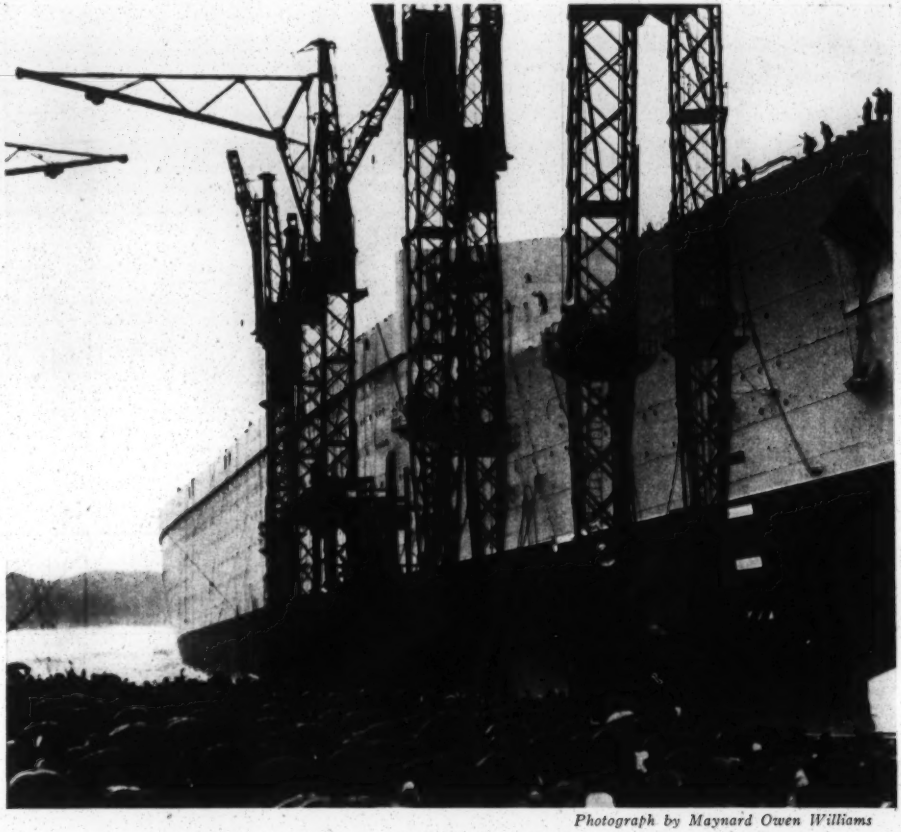
heavy industry of all kinds. Mushrooming in power and influence, it became the second city in the British Isles; its population is about 1,100,000.

Comprising one of the world's busiest industrial and commercial communities, Glasgow and its satellite towns produce a great variety of products. The skill of its engineers was extended to other fields than ships and their engines. As a railway center, Glasgow turns out more locomotives than any other British city. One Clydebank sewing machine factory employs 10,000 people. Boilers, pumps, machines, and machine tools of all kinds represent the skill of Clydeside craftsmen in every part of the globe.

Although Glasgow's export trade considerably exceeds its imports, the city handles great quantities of incoming grain and timber. In 1936, Glasgow ranked sixth in tonnage among United Kingdom ports. The port shares with Liverpool the advantage of facing the New World, with which it conducts much of its trade.

Note: The Clydeside area, including Glasgow, Clydebank, Greenock, and Helensburgh, may be located on the Modern Pilgrim's Map of the British Isles, priced at 50¢ (paper) and $1.00 (linen). Send for a folder describing this and other maps.

Bulletin No. 4, April 7, 1941.



Photograph by Maynard Owen Williams

IN A CLYDESIDE CRADLE THE SEA-GIANTESS *QUEEN MARY* WAS BORN

Because the *Queen Mary* (1,018 feet) was nearly as long as the Clyde River was wide, some 2,000 tons of drag chains were festooned about the ship to check the speed of launching her 40,000-ton hull. Rain christened the crowds that watched the Cunard-White Star liner slide down her Clydebank ways on September 26, 1934.

FORMER BELGIAN TERRITORIES TO BE REPRESENTED IN THE GERMAN REICHSTAG

FROM Berlin Chancellor Hitler has announced that he will choose delegates from Eupen, Malmédy, and Moresnet to the German Reichstag. For every 60,000 Germans there will be one representative. Eupen, Malmédy, and Moresnet, former Belgian territories, were declared part of the Reich on May 18, 1940, by Hitler, and have been included in the Aachen District of the Rhine Province of Prussia. This area enlarges Germany by approximately 382 square miles.

In a region of French-speaking Walloons, the two areas of Eupen and Malmédy have long been a bone of contention between Germany and Belgium. After the World War they were ceded to Belgium by Germany (Prussia having taken them from Flanders in 1815). After many post-war difficulties arising from the large number of German-speaking people (5/6 of the total population) in the Belgian districts, the League of Nations in 1925 awarded the territories to Belgium.

Moresnet, a small neutral area on the Belgian-German border, was not assigned to either Belgium or Germany by the treaty of 1815, but was placed under the joint protection of the countries signing the treaty. After the Versailles Treaty, however, it was given to Belgium, because of its valuable woods, "in partial compensation for the destruction of Belgian forests."

Bulletin No. 5, April 7, 1941.

Photograph by Jacob Gayer

WHERE U. S. CUSTOMS INSPECTORS FOLLOWED THE COLUMBUSES' FOOTSTEPS

The Dominican Republic's capital, named Trujillo City in 1936 in honor of the president, was formerly Santo Domingo, the old seaport founded and named in 1496 by Bartholomew Columbus, brother of Christopher. A concrete replica of an old ceiba tree on the waterfront marks the traditional spot (center) where Christopher moored his little sea-tossed ship to a big tree. From 1905 until the ratification of the recent treaty, U. S. customs inspectors have kept watch over the commerce of the Dominican capital and port.